THE CHINA WEEKLY REVIEW

密勒氏評論報

A Weekly Newspaper Established in 1917

February 2, 1946

UNRRA AND U. S. ARMY

AN EDITORIAL

Britain's Plans For India

By S. E. Shifrin

Kentwell Says He Was Patriot

By William Johnston

New 4th Army Pictures Here

By Edward Rohrbough

AIRLINE BROKERS

AN EDITORIAL

VOLUME 100 PRICE CNC$150 NUMBER 10

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What People Are Saying

Comments from readers on current topics are cordially invited: their opinions, however, do not necessarily represent the views of The China Weekly Review.

CNAC

To The Editor:

With regard to your editorial "Flying Blackmarket," I wish to point out the conditions prevailing in the Shanghai office of the China National Aviation Corporation. Some of the staff are also managing a "side" business employing a number of customs brokers. The purpose of this is having the brokers act as "go-betweens" through whom the clients reserve tonnage and ship luxury or any types of cargoes on CNAC planes.

Therefore, your statement saying that the "CNAC is powerless to select its freight" is not at all true. The reason that your staff could not dispatch your Reviews to your outport readers is simply due to the fact that your staff is not aware of the usual course to take. They must approach the brokers on the first hand instead of contacting the office directly.

It is the practice of CNAC to handle all arrangements through the brokers and to accept any kind of cargo from them, even fresh fish. The employees of CNAC are not allowed to collect from clients any sum beyond the fixed official rate, but by the intercession of the brokers, the clients are usually asked to pay an additional CNC$4000 on each kilo of cargo. Of course, this sum is shared in halves between the CNAC staffs and the brokers. I wish further to state the fact that one local CNAC official has recently bought a house of his own with 100 ounces of gold

Being one of their clients who has greatly suffered, I heartily congratulate you and hail your editorial calling the attention of the authorities concerned and I am anxiously hoping that an effective step will be taken immediately by the CNAC office in order to remedy the present rotten situation of the CNAC.

C. L. LING

Shanghai,
January 22, 1946.

THE CHINA WEEKLY REVIEW

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No War

To The Editor:

I was very pleased with Mr. John Ahler's article "Conflict Between Russia, America Highly Unlikely" which appeared in the January 5 issue of the Review.

As a regular reader of your magazine, I was somewhat surprised at Mr. Ahlers straying so far from his usual field. He is to be complimented, however, on his common-sense approach to the matter. I think many people in China will agree with the sentiments expressed. Certainly, we all wish to avoid even the possibility of a conflict with Russia.

Mr. Ahlers is to be congratulated upon his logical argument and able presentation of historical data. His article undoubtedly will open the eyes of many who fear the "inevitability" of a war between Russia and America with China as the battlefield.

JAMESON LIU

Shanghai,
January 8, 1946.

Explanation

To The Editor:

With reference to your editorial "Indirect Censorship," which appeared in The China Weekly Review of January 12, 1946, I wish to lay before you some pertinent facts regarding the acceptance of periodicals in order to dispel any possible misunderstanding.

Although it has been some time since the Japanese surrender, transport facilities have not returned to normalcy and, consequently, this office has experienced indescribable difficulties in getting our mails dispatched. As you are aware, newspapers and magazines sprang up like mushrooms in Shanghai after the surrender. However, the space allowed us by the Aviation Corporation was entirely inadequate to cope with the large volume of air mails received daily.

In order to ensure prompt dispatch of first class mail, which by regulation enjoys priority over other type mail, we

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were compelled to accept only letters and postcards for aerial transmission. Later, newspapers under 100 grams were accepted, but magazines were still barred. As the result of a call made by your editor at the postoffice, the China Weekly Review was the first magazine allowed air mail privileges and this can be taken as a friendly gesture made by this office towards your esteemed journal.

As the congestion increased and as this Administration was unable to secure adequate space from the Aviation Corporation, we had no other recourse but to restrict the acceptance of periodicals for aerial transmission to Nanking, Hankow and Chungking.

In this connection, it has been reported to me that your representative called twice at this office, resulting in the making of a temporary arrangement whereby copies of the China Weekly Review were occasionally accepted for air transmission to places other than the cities mentioned above. Under such an arrangement, copies of your Review were to be posted as letters in order that they might enjoy the privilege of air transport. This can be construed as a special courtesy extended to you by this Administration, as, in accordance with postal regulations, only packets containing actual correspondence, *not periodicals*, can be posted as letters. This arrangement was merely to help you and was not designed to extract from you a higher rate of postage. Owing to increasing volume of mail, this arrangement later had to be temporarily suspended.

Although, as previously stated, the lack of space granted us by the Aviation Corporation has made it necessary for us to restrict air mail privileges, we now have opened up *surface transport* for all mails to all points.

Furthermore, I wish to point out that a restricted air parcel service from Shanghai to Chungking only is being maintained in order to give the public an opportunity to send off their urgent parcels. However, only small-sized parcels posted by individuals are accepted.

The allegation that "an individual can mail any number of personal packages to any point in China, providing he knows the right people and is prepared to pay a charge somewhat higher than the regular postal rate" is without foundation. A postal employee found guilty of this illegal practice of demanding a higher than normal postal rate is instantly dismissed from the service.

Finally, I am glad to inform you that as from today, in order to extend the fullest possible facility to the circulation of periodicals, it has been made possible to lift the existing restrictions on the acceptance of periodicals. Periodicals under 100 grams are now accepted for air transmission to all points along the Shanghai-Chungking air line and places served thereby, e.g., Nanking and Nanking forward, Hankow and Hankow forward, Chungking and Chungking forward. But the lifting of restrictions applies only to the Shanghai-Chungking line, not the Shanghai-Peiping and Shanghai-Canton lines.

We are endeavoring to urge the Aviation Corporation to carry the periodicals which we receive from the public and hope that the Corporation will cooperate with us in getting the periodicals dispatched.

LI CHIN-LU
Director of Posts

Shanghai,
January 16, 1945.

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密勒氏評論報

A Weekly Newspaper Established in 1917

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NOTICE

The editors of the Review regret that the printing strike at the Mercury Press during the past several days has forced a reduction in the size of this week's issue. Several regular features which are missing will be restored next week. The editors further apologize for this issue's generally poor appearance and the many mistakes, but work was resumed too late to enable us to make more than superficial changes and corrections and still deliver your copy on time.

UNRRA and the U.S. Army

CATEGORICALLY denying that there was any truth in the current rumor that American authorities in China were using United Nations Relief and Rehabilitation Administration supplies as political bargaining points, Lieutenant General A. C. Wedemeyer China Theater commander, this week told the China Weekly Review that neither he nor General George C. Marshall had any connection with UNRRA.

Reason for this statement was the report circulated in Shanghai during the past week that General Marshall had ordered UNRRA relief supplies destined for Communist China to be diverted from Chefoo to Tsingtao, so that Communist forces would have to put the railway in operation in order to obtain the supplies.

Early this week sources which are generally reliable told the Review that UNRRA some time ago approached American authorities with a request for shipping facilities for approximately 1 000 tons, which they proposed to transport to Chefoo where Communist forces could take delivery. Granting of shipping was delayed, it was said, until General Marshall was advised. He was reported to have replied that shipping was to be granted, but that the supplies were to go to Tsingtao and that delivery be made via railroad when the Communists had repaired destroyed track.

According to these same sources, a compromise was finally reached which would allow 100 tons to be trans-shipped from Tsingtao to Chefoo.

Unlike many rumors which are made of whole cloth, this apparently had some basis since later in the week UNRRA announced the departure of the 1,000 tons——100 to Chefoo and 900 to Tsingtao. The breakdown of the entire shipment is as follows: 800 tons of flour, 100 tons of used clothing, 100 tons of miscellaneous canned goods, 50 tons of gasoline and oil, 20 tons of medical supplies and 45 trucks.

Although the bulk of this shipment is still earmarked for Tsingtao, it is to be hoped that some satisfactory arrangement will be made for delivery to Communist forces, since the needs of the people in their areas are undoubtedly great.

As General Wedemeyer said, UNRRA is a United Nations organization and one with which U. S. authorities in China should have no connection. It is indeed reassuring to know that UNRRA——a tempting "pork barrel" to American and Chinese politicians alike, as well as an unsurpassed instrument for applying political pressure —is being left alone by the United States Government. This is as it should be, and it is to be hoped that the entire relief and rehabilitation program will be allowed to continue as per the original plan, giving aid to those in need, irrespective of their political beliefs.

Information Agencies

THE action of the Associated Press in halting its service to the State Department for free dissemination abroad last week brought to the public attention again the State Department's plans for two new services which it proposes to incorporate into its peace-time functions.

First, it is planned to run a world-wide information service which will tell the peoples of other nations about America. Second, the Department plans to operate a full scale intelligence service which will gather information from all parts of the world.

The first plan is presently meeting with stiff opposition from private news agencies, which see in it the possible beginnings of state-controlled news dissemination and also the threat of competition from a government-financed agency. Undoubtedly, any such governmental organ should be so designed that it does not compete with America's already excellent and independent news agencies—Associated Press, United Press and International News Service. Further, many of the bureaucratic and inefficient aspects of war-time OWI should be eliminated.

However, the program, as announced recently in Washington by William Benton, assistant Secretary of State, seems reasonable enough. Benton's outline covers nine fields as follows:

Continuation and extension of the present system of exchange of students, scholars and technicians.

The maintenance and servicing of American libraries of information in 60 countries abroad. There will be 75 libraries in all.

A 7000-word daily radio bulletin to our embassies and missions abroad containing the full texts or substantial excerpts of official speeches, documents and Congressional acts to give a factual picture of what's going on in the American Government.

A documentary mail service supplementing the radio service.

The preparation of photo exhibits and film strips for showing in foreign countries.

Continuation of a bi-monthly illustrated magazine in Russia (10,000 copies) where privately published magazines are barred.

Acquiring, adapting and scoring in foreign languages of newsreels and documentary films about the United States.

Maintenance of staffs in each of 62 countries of a total of 400 public relations officers to carry out the program abroad.

Operating, under control of the department, of short wave broadcasting covering most of the world.

The A.P. order canceling its service to the State Department was accompanied by a statement setting forth the agency's views. It said that the action had been taken on the ground that the "government cannot engage in newscasting without creating fear of propaganda, which necessarily would reflect upon the objectivity of the news services from which such newscasts were prepared.

United Press followed up with the announcement that it too soon would stop its service to the State Department.

Although A.P. stated that its main concern was that it feared State Department use of its news might impair A.P.'s own standing abroad, it was pointed out in Washington that most likely the main motive behind the news agency's step was fear of competition.

The State Department plan for a unified American intelligence service apparently was meeting little or no objection from Congress or the press. All quarters generally have long been agreed that such a service was needed.

America's unpreparedness in this field was brought home clearly during the war when the government set up several intelligence organizations—organizations which often duplicated each other's work and which took from one to two years to begin functioning satisfactorily.

In announcing this program of the Department, Secretary Byrnes' special assistant, Col. Alfred McCormack, emphasized the non-military aspect of the plan, saying that it would not be a cloak-and-dagger outfit, but would be organized more along the lines of a research group which would analyze information obtained in an open and above board manner. Considerable attention, he said, would be placed upon economic, cultural and social aspects, leaving strict military intelligence to the armed forces.

They will be open and frank enterprises designed to inform the world about America and to inform America about the world. They are clear indications of America's realization that she must move out into the world and inform herself and her neighbors; that the nation's pre-war ostrich-like attitude and approach to world problems will not suffice in the new, shrinking world of the atomic age.

Where Are The Buses?

THE leaders of the country are vociferous in their belief that transportation is one of the needs of the nation. Long pamphlets and a host of blueprints attest to the great attention being given this matter by the government.

Nevertheless, few concrete measures have been taken to remedy the dearth, and in parts complete lack of, means of transportation. We fully realize, and understand, the difficulties being confronted. For instance we can understand the manifold problems being encountered in opening up cross country communications. We also fully appreciate the difficulties in meeting the coastal shipping shortage. But what we cannot understand is the fact that almost six months after the termination of the war there is still no adequate bus system in Shanghai.

Readers will recall that before the war the city's streets were crowded with the familiar yellow omnibuses of the China General Omnibus Co. Yet today not a single one of the buses is in operation. The general manager of one of the oil companies in a recent interview made the observation that there was sufficient gasoline and crude oil to run any and all omnibuses in this city. Then why are the buses not being operated?

Or should the question have been put in a different form, namely: Where are the buses? Clearly not every bus has been spirited away from this metropolis by the Japanese. In fact we have seen several of them plying the streets, but of course painted over in the now all-too-familiar grey color. So the old buses are, most of them still in this city.

But our conjecture is that the vast majority of the buses have been neither dismantled nor shipped out. We believe that they are in Shanghai. And we know that the civil population for which the buses were built and operated before the war, are not profiting by their presence in this city. So the question we should like to ask is: why is there still no adequate bus system in Shanghai. Apart for the red buses that wend their way along the streets of the former French concession, the chief parts of the city are bereft of all buses. If, as might be claimed, the buses are not in good condition then why have necessary repairs not been carried out in the six months that have elapsed since V-J Day. And further, we cannot subscribe to the view that of the hundreds of buses formerly operating in the ex-International Settlement not even a score are in operating condition. On the contrary we have seen some of the old buses, 'camouflaged,' of course, showing no lack of sprightly performance on the public highways. Mr. and Mrs. Shanghailander, after four years of trudging on foot, want their buses back. And if they cannot have their buses back, they want to be told a very good reason why not. Until such a reason is forthcoming, we will continue to believe that the average Shanghailander is being denied what is, after all, a far greater necessity than a dozen speeches on the subject of transportation.

Democratic League's Protest

One of the best tests applicable to a democratic government is the extent to which a representative of the people has the liberty to air his views in public. Where this is punishable as a crime against the state, then there is no democracy. The countries where political liberties were curbed by secret police and Gestapo methods were Germany, Italy and Japan. But in a democracy only the legislature is responsible for the actions and speeches of its members. It, and it alone, can mete out punishment to those who have exceeded the liberties of their post.

Now the above is no mere theory. It is an acid test in analysing the amount of political freedom which exists in any state. On the question of inviolability of a representative hinges the appraisal of its form of government, whether democratic or dictatorial. And until the concept of the inviolability of a representative is brought home to the political leaders of this country, it is not only premature, but hazardous, to speak of true democracy.

We have occasion to make this clear in the light of the recent events in Chungking where the Democratic League withdrew from the PCC confab as a protest against a raid on the residence of League member Huang Yeh-pei. The only time when the police can invade the privacy of the home of any citizen, let alone a representative of a political party who is a member of a legislaive assembly, is when he has committed a felony. And as it is patently clear that PCC delegate Huang had committed no felony, the question to ask is this: What right had the secret police to invade the home of the delegate?

But if that question is pertinent, perhaps this one is even more so: Who ordered the secret police to carry out that raid? Surely minor members of the force would not take upon themselves this task, had they not been so ordered. In any other country a parliamentary or congressional investigation would be made into this transgression of the inviolability of a people's representative. And when the order had been traced to its source, the issuer would be prosecuted and relieved of his post.

It is of interest to note that at about the same time that delegate Huang's home was raided, secret service men, on the pretext that they were taking the census, paid a visit to the headquarters of both the Democratic League and Communist party. Why were these two parties singled out for special treatment? And by whom? Obviously the command came from one who did not sympathize with, or was opposed to, the two parties. Yet the government specifically promised that all party delegates would not be hampered in any way during the PCC conference.

But the incident appears to demonstrate that the secret police does not realize that its task is to protect the freedom of the delegates, rather than limit it.

Perhaps the only bright spot in the incident was the behavior of the Democratic League delegates. Instead of walking out from the PCC confab for good, they returned to the meetings on the following day. Thus they made their protest so that no doubts should exist in the minds of the people as to the actual conditions under which they attended the conference, and then returned to the task of drafting plans for the country's future.

In any political controversy or incident, the question always arises as to who gained prestige by a particular maneuver, and as to who lost prestige; or in plain language, who "gained face" and who "lost face." One need not be possessed of great political adroitness to answer that one.

Airline Brokers

TWO weeks ago we published—over the protest of local CNAC officials—an editorial in which we said that the China National Aviation Corporation should stop hauling contraband cargo since it was interferring with the performance of its legal function of carrying the mails. Officials of the local office denied this, assuring us that every sack of mail delivered to their offices was promptly dispatched to its destination. They further denied our allegation regarding the carrying of black market merchandise. They heaped the whole blame for the present chaotic mail situation upon the post office.

The post office promptly denied these charges and reiterated its stand that it was CNAC which was at fault. After conducting an investigation, during which we saw cigarettes and cosmetics, boxed and addressed, in CNAC's office, we decided that the position of the post office was more teneble.

Since publication of our editorial "Flying Blackmarket" on January 19, several things have come to our attention which convince us more than ever that the time for a full dress investigation of the China National Aviation Corporation is long over due.

On January 21, the Shanghai Evening Post quoted a dispatch in the Ta Kung Pao which disclosed the seizure in Chungking of four CNAC planes carrying luxury items. According to the Ta Kung Pao, the planes were carrying lipsticks, face powder, handkerchiefs, powdered milk, electric appliances, etc. hidden under the floors and seats. Efforts to break up the smuggling gang, it was said, were under way. Meanwhile, the CNAC office in Shanghai—from where the seized planes departed—denied any knowledge of the incident.

Following the publication of our editorial two weeks ago, several people who have had unpleasant experiences with the company have written us and called at our offices. A standard complaint made by all is against the "brokerage" system allegedly employed by CNAC offices in the interior, as well as in Shanghai. This system, so it is claimed, is operated by various employees of the firm so that they can extract higher than legal rates for passenger tickets and freight space. All applicants, unless they are officials or persons well known to company employees, are told that there is such a tremendous backlog that there will be no space for several months. The applicant is then forced to make a "deal" with one of the numerous brokers presently engaged in handling space on CNAC. They arrange to "sell" their space to the applicant for a sum somewhat higher than the rate the law allows the company to charge. The broker, it is alleged, then splits his profits with the CNAC officials involved.

Among the charges made in our office during the past two weeks are: The local CNAC office, through brokers, makes as a standard charge of CNC$4000 per kilogram above the regular rate (see page 161); a minor employee of the Central Government had to pay a brokers fee of CNC$ 1,000,000 above the regular passenger rate to get his family of four from Chungking to Shanghai; a woman paid a Kunming broker CNC$400,000, plus the legal fare, for a ticket to Shanghai.

These are serious charges, the authenticity of which cannot be doubted, and it is clearly evident that the Central Government must effect a house-cleaning, removing and punishing inefficient and corrupt officials. CNAC has an enviable record of service and this record must not be spoiled now.

Further, Pan American Airways, an American corporation and the minority stockholder in CNAC, must cease being a party to such actions and use its influence to end this situation. At a time when Pan American is facing increasingly stiff competition in its European and South American divisions, it must not allow its China appendage to become a symbol of inefficiency and corruption. From the standpoint of the company, it is simply not good business, because it is not long before the public begins to remember the old adage about competition reducing prices and improving service.

The Central Government, for the good of the nation, which today needs every bit of available transport for vital commodities, and Pan American, for the good of its service and reputation, must immediately put a stop to the utterly inexcuseable practices now followed by many CNAC employees.

Publisher Of "Voice Of New China" Claims He Was Patriot

By WILLIAM JOHNSTON

IN the Moscow purge trials which began in 1936 every one of the accused confessed to having plotted to overthrow the regime. In the collaborationist trials which began at the end of last year in China, however, there has as yet not been a single confession of guilt. The accused have confessed to being members of the puppet government, to having worked hand in hand with the erstwhile Japanese masters of occupied China, and to making pro-Japanese utterances and speeches, but all without exception claim that they did not collaborate with the enemy but rather were serving their country throughout their period of pro-Japanese activity.

Indeed one of the characteristics of the Chinese collaborationist trials is the fact that try as you will, you cannot find a single accused who will confess to having furthered the enemy's cause. Each in his turn attempts to prove that he was an underground worker, that he was undermining Japanese control, that he was merely hoodwinking the Japanese. It appears on the face of their evidence that the true patriots in China were not in Chungking, but—of all places—in Nanking. This line of defense can of course be easily understood in the case of illiterate coolies and carpenters who took the Emperor's yen. But when the case revolves around a lawyer like Lawrence K. Kentwell, who bears two degrees, one from Oxford and the other from Columbia, then indeed what can one expect.

Readers will remember the said Kentwell (otherwise known as Kan Teh-yung) as the 200 per cent Chinese patriot who published the "Voice of New China" during the enemy occupation. He claimed that although he had relinquished his British nationality, he nevertheless never became a naturalized Chinese citizen, merely assuming the role of a Chinese to please his Chinese friends.

With regard to his publication, Kentwell stoutly maintained that it was only directed at Great Britain, and had as its aim the abolition of extra-territoriality in China. However, in so claiming, perhaps Kentwell was oblivious to the fact that there is an old Latin saying to the effect that *"Litera scripta manent"* (The written word remains). Having come into possession of an old copy of the "Voice of New China," we should like to make a few quotations to disprove his contention that it was solely intended to attack Britain, and Britain alone.

The front cover bears the date April 20, 1942, and purports to be printed in Nanking. We have not heard of any Chinese patriot residing openly in Nanking in 1942, but Kentwell maintains that by so doing he was only furthering China's cause. The portrait carried on the cover is of one of China's greatest friends and benefactors—Adolf Hitler! The inner cover lists the editorial staff including the following:

L. K. KENTWELL, B. A. (Oxon), LL.B., (Columbia University, N.Y.) Editor-in-Chief and Publisher (Note the fact that Kentwell always sported his degrees, as if to imply that he was the only journalist in these parts who boasted of a university education.

Y. IKEDA (no degree) listed as Advisory Editor. Just why the great Kentwell needed an Advisory Editor we fail to see. Or perhaps the Japanese Embassy kindly supplied the honorable Chinese patriot Ikeda to help in the good work.

Turning to the Editorial Notes and Comments appearing on page one we meet with the following head "TOTTERING CHIANG REGIME" under which we find quoted the French saying "Le MONDE EST PLEIN DE FOUS." On the following page, below a picture of the Generalissimo, we find the following caption: "Blindly persists through Soong influence in the insensate folly of resistance. Their days are numbered."

Despite his claim that he only attacked Britain, Kentwell on page three had the following head "American Road to Ruin". Here is a quotation: "The time has come for American sham, dishonesty and baseness to be bared for what they are."

On page six we find an article entitled "The U.S Court for China & Extrality, written by a writer who sings himself "LEX" The writer (another great patriot no doubt) makes the statement under the head of "The Bums Rush" that "The remarkable mouthpiece of the court was J. B. Powell." He then pointed out that "Richardson having no more need for the services of the journalist gave him U.S.$50 for his work". It might here be mentioned that while the pseudo-legalist "Lex" was enjoying his stay in Nanking, thanks to the courtesy of the Japanese, the said J. B. Powell was likewise enjoying some of the same traditional Japanese hospitality in Bridgehouse.

On page eight is an article entitled "Politeness—A Japanese Virtue", unsigned of course. Perhaps Ikeda, the Advisory Editor, advised the publication of this article.

On page 10 appears a full page advertisement of the Central Trust Co., Ltd. bearing in bold type the legend "Chairman of the Board: F. H. CHOW, Vice-Chairman: T. K. CHIEN". No doubt the last two named "patriots" were close friends, and great admirers of patriot, Kentwell.

Page 11 describes the "New Commercial Code of Japan". Again an article that all Kentwell-style patriots should read. Page 12 begins the section headed "World War II" in which Japanese Imperial Headquarters announcements glut the columns. But this of course cannot be considered as enemy propaganda. Photographs reproduced are credited as follows! "This photograph was reproduced through the kind permission of the Imperial Japanese Ministry of War."

Page 15 carries the following head "Mayor Chen Kung-po—A Sketch" in which Puppet No. 1 is described as characterized by "his fidelity, courage and forthrightness".

The next page is that of "The 5th. Columnist in Shanghai" who has the following gems of thought, America was described as "a country of mongrels....accidentally she became a world power as a result of being the dumping ground of Europe's Al Capones". But Kentwell still alleges that he used his publication as a medium to attack Britain alone. And further in the column, "The Soviet bear 'as said, was hibernating during the winter, but recently was awakened by a good hard kick in the 'pants' by the Nazis." No, Kentwell only attacked the British.

Pages 17 to 19 carry choice items under the head of "Shanghai," while pages 20 and 21 give dispatches "From The Capital" (Nanking, of course). Page 22 is entitled "Study Japanese". Page 24 carries advertisements for two "patriotic" journals, the rag-sheets Asiana (published by the Japs) and Photo-News (published by the Nazis).

So much for the English section of the "Voice of New China." It should be borne in mind that the quotations made above occur in only a *single* copy of the magazine. What 20 or 30 copies would bring to light, the reader can himself imagine.

Yet despite these statements in black and white, Kentwell maintains that he only worked for the abolition of British extraterritoriality. In his court examination, the "veteran patriot" presented a signed photograph of the Generalissimo—the man whose days were numbered.

In court Kentwell stated that he was in reality 72 but that to please his friends he had been registered as being only 62 years old. It appears that in everything that he did, Kentwell only wanted to "please his friends."

Perhaps Kentwell's defense would not have been so unexpectedly ludicrous had he been an illiterate coolie. But for one who studied law, the only wonder is that he ever had a client. Certainly no sane man would entrust his defence to a lawyer who defended him in the way that Kentwell is defending himself.

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China's Chemical Industry Faces Many Difficulties

By J. R. KAIM

CHINA'S manufacturers of chemical products are facing various difficulties. Their stocks are limited, information on future imports is scarce and prices of shipments can hardly be established. Small wonder that under such conditions both manufacturers and dealers prefer to be cautious rather than to embark on risky undertakings. Still, imports are needed very badly, for China's chemical industries almost entirely depend on imported chemicals, heavy ones as well as light.

As to heavy chemicals, the country's own production has always been poor and the only three items produced in greater quantities are alum, sulphate of ammonium, and soda. All other chemicals compounds must be purchased abroad and so must the various materials needed by textile and leather manufacturers. In the field of dyestuffs Germany used to be the leading supplier, not so much because of cheap German prices or particularly attractive shipping facilities, but on account of existence of a pool agreement concluded by the biggest German, American, British and French concerns.

In that pool the German Defag, subsidiary of the I.G. Dyestuff Trust even acted as direct respesentative of the French dyestuff trust of Kuhlmann.

In 1939, German dyes in China totalled over 80% of all occidental dye imports while simultaneously Japanese aniline dyes reached about 20% of the total imports with the bulk of such shipments intended for North China ports.

Nothing is yet known as to a re-establishing of a pool among the Allied firms, but agreement or no agreement, it is evident that the whole dyestuff business must be rebuilt on new foundations. Much will depend on shipping facilities, for when cheap dyes such as sulphur black—of which Germany and Japan used to supply almost 95% of the total imports—cannot be shipped at cheapest rates, local industrialists might be confronted with new, disagreeable handicaps. With Japan now being out of the picture, Chinese textile and leather mills may be obliged to alter the style of their production, at the same time improving the standard of their products. None of the aniline firms may offer such cheap products as Japan, none will sell as low grade ones.

With Manchuria and Formosa now being connected with China, several heavy chemicals which before the war had to be bought via Japan may be imported directly, given shipping facilities. Sulphur, of which China normally needs between 40,000 and 50,000 quintals yearly, has been imported from Japan and Formosa which together supplied about 90% of the total imports. Cargo from the United States and Canada, small as it used to be, has been marketed at almost double the price of Formosa shipments.

The situation is better as regards light chemicals and pharmaceuticals. True, here too Japan and Germany were leading in most fields, but international competition was stronger and, except in a few lines, price differences were not as decisive as in the trade of heavy chemicals. Still, not only in North China but also in Shanghai and its hinterland, most Chinese and foreign dispensaries used to buy considerable quantities of Japanese chemical compounds, while manufacturers of various proprietory brands used to base their price calculation on nothing but Japanese supplies.

Interest of practically all local manufacturers of pharmaceuticals is at present focused on The United States and, to a smaller extent, Britain, and there can be little doubt that the United States will, at least in the near future, take over Germany's pre-war position as a supplier of light chemicals and medicines. After some time, however, the situation may change. Offers received from England, indeed, have shown that in several lines British prices are below those quoted by American firms and it is quite possible that when continental European firms will be able to restore business, they, too, may sell cheaper than many an American competitor.

With a view to facilitating their China trade, several foreign firms started manufacturing in Shanghai shortly before the outbreak of the war and all of them appear willing to return to such pre-war methods. However, many would-be manufacturers of this kind have found a flaw in their plans; before being able to calculate their prospective production they want to know what duty they will have to pay for raw materials and packings and, furthermore, what overhead expenses they must reckon with. As long as such important items remain problematic, the whole idea of manufacturing foreign brands in China, too, remains somewhat unrealistic.

Generally speaking, Chinese manufacturers of chemical compounds and medicines are in a similar position. At present their products appear to be expensive, but whether really they are expensive can hardly be established. It all depends on what Chinese money will be able to buy abroad and which tariff will be applied for future imports of chemicals. In this respect it has been proposed to differentiate between chemicals needed by local manufacturers which may pay very low duty, and chemicals intended for retailing. But also such differentiation does not help because most of the light chemicals used by manufacturers of medicines are also retailed in dispensaries, while certain ingredients of heavy chemical compounds are also available in groceries and drugstores.

Prior to the war, China used to ship abroad various kinds of chemical manufactures, light ones as well as heavy ones. She even sold medicinal preparations to Malaya, the Netherlands Indies, Burma and several other Asiatic countries where such goods were marketed by Chinese merchants and chemists. What made them easily marketable, however, was not their quality, nor their reputation but their very low prices which in many cases made it possible to compete even against the cheapest Japanese brands.

Now with Japanese competition no more existing, export prospects may be better than ever in pre-war days provided inexpensive raw materials are available and local overhead expenses normal.

However, before the standard of locally manufactured chemical goods can be improved and before enough can be produced to render exports worthwhile, tremendous quantities of various chemicals must be imported. It is estimated that Chinese plants need about 100,000 quintals of caustic soda, scarcely less of soda ash, almost 10,000 quintals of bicarbonate of soda, around 15,000 quintals of muriatic acid, over 100,000 quintals of sulphate of amonia, not to mention the hundreds of light chemicals, and compounds needed by pharmaceutical plants. It will take time until such shipments will arrive and until chemical production will be normalized.

Three-pronged Interests Clash In Holy Land: British, Jews, Arabs

By S. E. S.

Today Europe's Jewish population is clamoring loudly for admittance to Palestine. Equally vocal are the Arabs in voicing their determination to keep the Jews out. Britain, with whom the responsibility for settling the issue lies, is faced with a serious problem. In addition to both sides' claim that Britain promised Palestine to them, the British must also consider the problem from the point of how it will affect the empire. In order to clear up much of the present seeming confusion, it is necessary to go over some of the events of the past several years.

In the dark days of 1917, when victory was hanging in the balance, the British Government stole a march on the Kaiser by promising in the Balfour Declaration to support "the establishment in Palestine of a national home for the Jewish people." But even earlier, to draw the Arabs to its side, British representative MacMahon made vaguely defined territorial promises to the Arabs which the latter assert included Palestine. According to Lord MacMahon, there was no question of giving Palestine to the Arabs and the latter knew it. In any case the Arab claim to Palestine on the basis of MacMahon's promises is at best a very debatable one.

Ever since Britain played off the Jews against the Arabs and vice versa, outbreaks of Arab terrorism have been supported by the opulent land-owning Arab Effendis. Why indeed should the "Fellahin" be exposed to the example of the powerful Jewish socialist movement? Why, they might even ask for the re-distribution of land and then where would the Effendis be? And if the Mandatory Power did not inspire the outrages, it also did nothing to prevent the massacres of Jews. The Arab outbreaks of 1937-38 undoubtedly were inspired by Germany and Italy, for did not Mussolini proclaim himself the "Protector of Islam?" Britain looked on again as a rather bored spectator. It may have just been the Eastern edition of the appeasement policy fathered by "Peace-in-Our-Time" Chamberlain, but it looked suspiciously like a case of aiding and abetting.

The situation today seems different. There is a Labor Government in power. It seems there is nobody to appease and that the word itself is anathema to Labor. But it isn't so simple as all that. There are political complications, strategic considerations and economic markets to uphold. And, supreme above all, the unity and integrity of the Empire must be safeguarded. Winston Churchill while still in office, declared that he had no intention to preside over the liquidation of the British Empire, and, if there is one point on which Attlee and Churchill agree, this is it.

Emerging from a total war, Britain today is no creditor but a debtor the same as any other European state. Only the Empire stands between Britain and bankruptcy. Increasingly larger exports are all that will put Britain's financial house in order, and the Middle East, with its teeming millions just on the verge of industrialization, and Malaya and India are very promising markets. With its potash deposits of the Dead Sea and its ever increasing production of gasoline, with the proximity of Egyptian cotton and Angora wool and with the possibility of cheap hydroelectfic power, Jewish Palestine could be the industrial center of the Middle East and its face would not be turned to Britain.

In a Jewish Palestine the financing and the supplying of machinery and consumption goods mainly would be provided by the United States. England would have to take a back seat. It would have its petroleum interests in Iran and Iraq unprotected. The Suez Canal is still important today. Britain did not fight Italy only to lose the Mediterranean and the Suez Canal to a third party. Cairo is an important stepping stone in the air network linking South Africa, Malaya and India with the mother country, and, as long as these gems sparkle in the Imperial Crown, the British Lion will defend the right to monopolise them. Egypt is getting too nationalistic to serve as a pivot for Imperial defense and the Imperial General Staff has turned its eyes to Cyprus and Palestine.

In spite of playing up to the Arabs and choosing Egypt as its Middle Eastern economic partner, Britain trusts neither Egypt nor Iraq. The conduct of the Arabs during World War II was most disappointing to Britain.

Britain does not and cannot trust the Arabs and yet she has to lean on them. Russia is again a great power whose shadow looms over the Middle East. Russia has not committed herself on the Palestine issue for she prefers to have her hands free. The odds are that the Soviet Union will back the Arabs. It wants a fulcrum in the Middle East and also it was ever antagonistic to Zionism. Since the Revolution Zionism has been banned in Russia as an "Imperialistic Organziation". As compensation, the God-forsaken, though potentially

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promising, Biro-Bidjan was set up as the Jewish Autonomous Territory of the Far East. It is conceivable that Russia might support Arab claims to Palestine while throwing Biro-Bidjan open to Jewish immigration. Russia may step in at any minute now and, knowing this, Laborite Britain, afraid that her position in India would be endangered, strengthens and cements its ties with the Arabs.

The United States has oil interests in the Middle East. It is a potentially promising consumption area and would provide good landing-sites for civil air-lines in peacetime and for the AAF in war-time, whoever the enemy might be. In spite of the inspiration that young Arab nationalists draw from American missionary-sponsored Beirut University, American policy up to now has been consistently pro-Jewish. This isn't because of the votes of 5,000,000 American Jews whose political strength is inferior to that of the Irish-Americans, and it is not entirely because of the righteousness of the Jewish cause or the itch in some quarters to ship some of the surplus Jews to the East. The simple truth is that to get a toe-hold in the Middle East and keep it, America prefers to have as partners reliable Jews rather than shifty Arabs.

To keep at least part of the stock in a corporation which would otherwise go into receivership, Britain admitted the United States into partnership in the Middle East. It will not be surprising if there will be intense American economic activity in the area. What is more, the proposed Committee is intended to provide backing for the British and an attempt to silence American Jewry by associating the Administration with the Committee's decision, which is unlikely to advocate the creation of a Jewish state in Palestine—the only solution acceptable to the Jews who have lost 7,000,000 out of 16,000,000 of their brethren in World War II. It seems as if 900,000 Mongols can have their own country, Finland can exist as a State, and so can Albania, Monaco, Tannu-Tuva and San Marino, and only the Jews should be kept homeless and stateless at the mercy of any crank who may chose to come along.

The Jews believed Dr. Dalton, now Chancellor of the Exchequer when, speaking for the Labor Party on May 23, 1945, he pledged Labor's support for the creation of a Jewish State in Palestine, and free, unhampered immigration into the country. The statement was logical, for it reiterated one of Labor's longest-standing foreign policy planks. When the Laborites won, the Jews rejoiced but were soon undeceived. Bevin saw to that!

What did Bevin say? He claimed that Britain could not agree to the Jews being driven out of Europe instead of contributing "their ability and talents towards rebuilding the prosperity of Europe."

According to Mr. Bevin "His Majesty's Government is under obligations to Jews on one side and to Arabs on the other." However, the Jews had been promised a National Home, but now find that the key has been given to the subtenant who is to decide whether the tenant should or should not enter. Another worry of His Majesty's Government seems to be the reactions of that nebulous entity "The Moslem World". Strangely enough that body of the faithful, and the honorable Mr. Jinnah, while very worried as to the ultimate fate of the ex-Mufti of Jerusalem and Palestine, seem to be absolutely indifferent to the fate of their 54,000,000 correligionists in the Dutch East Indies. Or are they silent because they feel that the British Raj can take care of things there? To say the least, the silence of the "Moslem World" in this connection, especially after the fake declaration of a Holy War by the Indonesians, is most significant and thought provoking.

A thin trickle of Jewish immigrants and a gushing torrent of Jewish capital into Palestine would suit Britain fine. Britain would like to turn Palestine into its pivot in the Eastern Mediterranean. Second to that she would prefer a joint trusteeship with the United States. If America joins this scheme, as it seems she will, she should do so with her eyes open to the fact that Britain intends to stay on in Palestine even at the expense of United States' popularity in that country—both with the Jews and the Arabs.

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Chinese Govt. Organization Chart

Originally Published in the December 15, 1945, issue of the

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Great Britain's Post-War Economic Hopes For India

By S. E. SHIFRIN.

WHILE Labor backbenchers and India Leaguers are getting more and more impatient with Downing Street's policy in India, it might pay to take a look at the Indian economic set-up and the plans that British economic interests have for the country. England's shrewd "City" magnates are better informed than the average newspaper or magazine reader. That is why their Indian investment policy is an important straw in the wind.

Even for several years prior to World War II, the nature of India's imports had been changing radically from cheap Lancashire textiles to chemicals and machinery. India today is an industrial country—one of the foremost in the East. Since 1924 the Protection of Steel Act has assured the development of a steel industry which now produces more than 1,000,000 tons per year. The Tata steel mills are the largest within the British Empire. The 30 year-old manganese industry now turns out more than 1,000,000 tons of ore annually. During the war India was the supply base for the British armies in the Middle East and later for the South-East Asia Command. It supplied war materials to other Allied countries, as for example the 85,000 surgical instruments sent to Russia. From 1939 to 1945, the number of factory employees jumped from 1,000,000 to 4,000,000—a good index of industrial activity.

Scientific research has also been encouraged. In 1940 the Board of Scientific and Industrial Research was set-up. Another war development was the creation in 1943 of the Ordnance Laboratories at Cawnpore As recently as 1944, the Indian Government granted £750,000, supplemented by a £150,000 Tata Trust contribution, for industrial research. To cope with post-war problems, a special Government Committee for Post-war Industry was organized. Yet in spite of all this activity, India has no radio industry and very little of an electrical one. According to the "Manchester Guardian," the wartime progress of Indian industries was slight as compared with Canada and Australia, two countries which had to start nearly from scratch (so the comparison is not exactly happy). Another weak spot in India's industrial armor is said to be lack of know-how in many branches of industry —an allegation supported by the increasing participation of English scientists in Indian research.

This is where Britain, India's heaviest debtor, plans to step in, with technical help as its main contribution. Listen to Prof. A. V. Hill, M. P., Secretary of the Royal Society: Indian scientists, according to him, realize that "Indian conditions and ideas bear a closer kinship to ours in the United Kingdom than to those of any other country and I think they know that our help and advice will be freely at their disposal when they want it." It seems a Second World War was needed before Downing Street and Whitehall saw the kinship, but possibly it is not too late even to-day, or so Britain hopes. In the words of a "Manchester Guardian" editorial this co-operation of British and Indian industrialists will be with a "Government that will be independent." This is one of the first admissions, even if it does come from the liberal Guardian, that British capital should plan on the premise of an independent India—but it most likely means an India independent within the British Empire.

To-day India has many industrialization plans on its shelves: the "Birla Plan," the "Tata Plan" and many others. According to the "Bombay or Birla Plan," £7,150,000,000 is to be spent on the development of India during a fifteen-year period. A 10-Year Communication Plan, drawn up by the Government Technical Committee, will cost £340,000,000 and sets as its goal the ideal that "no village should be further than five miles from an all-weather road or 100 miles from a national highway." The significant point is that the road-making machinery and material must be all-Indian. Britain plans to supply most of the machines, technical assistance and industrial techniques needed by forming joint companies in partnership with Indian firms.

As an off-shoot of the Ten Year Communication Plan an Indian motor industry became a possibility. In pre-war years the country imported annually 12,000 cars, mainly of British manufacture, and the demand for cars now can be expected to increase greatly. Recently, the Hindustan Motors, Ltd., a possible prototype for other joint enterprises, was organized with the British Nuffield Organization, makers of Morris, Wolsey and Riley cars, and Messrs. Birla and Co., of Calcutta, as co-partners. The capital is to be all Indian, while the Nuffield organization is to provide technical assistance. The Hindustan Motors, Ltd., is to operate at first an assembly plant and later go into full-fledged productions. It will be the only automobile plant in the Far East, excluding Russia and Japan, to-day.

The trend in Indian industry seems to be clearly towards joint Anglo-Indian companies, but Indian industrialists oppose the founding of British subsidiaries and insist on full Indian control. On the other hand British companies, mostly in position for technical but not financial participation, insist on some guarantees for protection of their interests. In the words of another "Manchester Guardian" editorial, "will the industrialists, at any rate, use their influence to prevent any discrimination against British firms which may participate in schemes for the technical modernization of India?"

This is a question which big business is asking not only in India but in other Far Eastern countries as well. The answer hinges on the existence or non-existence of an independent, strong, central government in a position not only to make plans for industrialization, but to carry them out, and the degree of influence which industrialists, upholders of a strong and efficient administration in their own interests, would have with such a Government. The Industrial Revolution is just coming to the Far East with all its political and social implications.

Some quarters are very optimistic about England's share in future Indian trade. Sir Thomas Ainscough, late Indian Senior Trade Commissioner, voiced views of this group in an address to the East Indian Association on February, 27, 1945. He contends that "India may again become Britain's greatest market as she was for a period of over fifty years." The need for capital goods, for amortization, new industries and public projects will, he feels, keep the wheels of British industries rolling for many decades. Among the factors directing this demand into United Kingdom trade channels will be the repayment of Britain's debt to India in

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goods and services, the long-hatched plans of British industrialists and the prevalence of British standards and practices in India (a psychological factor of quite some importance). Sir Thomas believes that the United States will hardly have a go at the Indian market, where it would meet "firm and established" United Kingdom competition, but would concentrate on its pre-war markets in China and South America. This to a large extent seems to be wishful thinking, for the output of post-war American industry will, to the discomfort of Sir Thomas and others of like persuasion, be enough to supply not only India but half a dozen other countries as well. As to specialization, American manufacturers since World War I have proved their ability to capture any of the world markets and this is just as true today as it ever was.

At the other extreme can be found such Indians as Dr. S. Chandrashekhar. This East Indian economist and member of the Institute of Pacific Relations sees India as America's leading overseas customer within 20 years. He dazzles the eye with a display of figures of the export trade that may be directed to "a free, progressive and prosperous India." All these fireworks are being displayed to convince America that India as a prospective customer should be helped over the hurdles now by extending to it the candy that all states yearn for—long-term loans. The eminent doctor forgets the extremely low standard of living of the Indian masses that will take a long time to raise. Nor does it help matters that the annual increase in the Indian population is 6,000,000. With better hygienic services the increase of population is bound to accelerate, so it will be a hard job to raise the standard of living to any appreciable extent.

Undisputably, were the Indian Government plans for the industrialization of India to be realized it would be a huge market for capital goods. Britain, after the conclusion of the Anglo-American financial agreement, is bound to unblock all sterling accounts within one year. India will no longer be attached to England by its "frozen" funds, and will be free to buy in the cheapest market. England has an edge in its knowledge of the markets and Indian familiarity with British products, but it is not well situated to compete for the market with the mass-producing United States under conditions of open-market competition—and there's the rub!

British economic circles to-day, when speaking of Indian economic development, stress the necessity of a strong, independent, central Government: meaning the continuation of British preponderance in Indian markets in an Indian State, within, or closely connected with, the British Empire. In such a state, as Sir Thomas Ainscough hinted in his speech, British manufacturers would benefit from "their privileged position as contractors in closest touch with government engineers and purchasing officers...."

This does not sound like a renunciation and it isn't one. As long as India remains within, or closely connected with, the British Empire this is a fact of an economic significance greater than the result of the Anglo-American financial agreement. Britain is badly in need of semi-closed markets, and, Conservative or Labor, Britain does not intend to let India "secede." The magic word "order" is being used again as an excuse and reason for staying on. That is why any British mention of a strong, all-Indian authority implies its participation in, or close connection with, the British Empire, for the alternative, according to Whitehall, is chaos.

However, the spirit of the times is making itself felt and cannot be gainsaid. That's one of the reasons why joint companies of British and Indian interests will become more and more popular. The Nuffield organization's joint enterprise—Hindustan Motors—is not only the hardy pioneer that it seems at first glance to be. It is a confirmation that British big business, even if investing only technical know-how, is confident that there will be no "anarchy" in India but peace and order. In other words, India is not going to get the complete independence it demands, if all goes according to plan.

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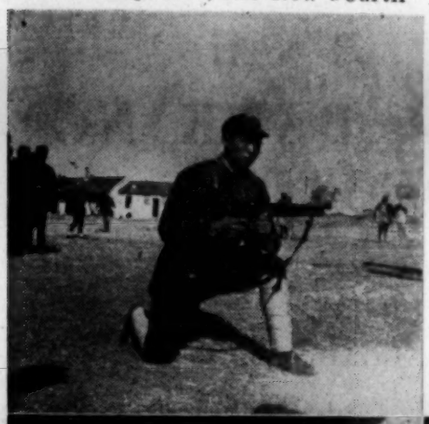
First Pictures From New Fourth Army Arrive Here

THE accompanying pictures, taken by the China Weekly Review's Edward Rorhbough, who is presently traveling with the Communist New Fourth Army, just arrived in Shanghai. The letter accompanying the pictures was dated November 19, 1945, at "New Fourth Headquarters."

The guns shown in the pictures were all captured, the New Fourth says, in battles with puppets, Japanese, Tai Li troops and British-trained commandoes. According to New Fourth officers, the British-trained troops fought best and hardest, while the Tai Li troops were easiest pickings. Battles with the latter were said to have been welcomed because they fought so poorly and because they had the best equipment, having been armed by Admiral Miles' U.S. Navy Group.

Picture at top left shows "typical" Chinese Communists soldier holding an American tommygun said to have been captured from Tai Li's Loyal Patriotic Army in fighting in Chekiang last spring. Center left, Chao Yin-hsiang (center), a captured puppet general. Center right, General Su Yeh, commander of First Division of New Fourth Army, and General Tao Yung, commander of Third Brigade in First Division. Lower left, troops armed with American tommyguns and carbines. Lower right, New fourth troops pose behind stacked American guns.



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CIU Provides Foreign Purchasers

AMERICAN foreign trade, which has been badly disrupted by the war, is coming back to normal gradually and to speed up this process the United States Department of Commerce has organized an Intelligence Unit which offers suggestions, probes into the past and present of foreign business men and furnishes extensive data on the assets and liabilities of prospective importers of American wares overseas.

One side of the activity of the CIU, as it is popularly called, is to inquire into the present standing of foreign enterprises which were blacklisted by Uncle Sam in the early stages of the war to cut off the ever-expanding and import-hungry tenacles of the Axis powers and their satellites.

At one time there were approximately 15,000 of these black sheep and no licences were issued by the Department of Commerce to exporters in the States to trade with them. After the defeat of the enemy and the general house-cleaning conducted in all the occupied countries the list of black-balled establishments began little by little to fall off.

With the purge of Axis holdings and controlling interests in all countries coming to an end another side of the CIU's activity comes to the limelight, namely, the active furnishing of prospective customers to American exporters.

The CIU is reported to be swamped with ads from foreign countries asking for goods ranging from railway equipment to radios and musical instruments, although the largest demands are for machinery and electrical equipment.

When the prospective exporter in the United States comes across a want-ad that is much to his taste he applies to the CIU for full particulars on the background of the enterprise he plans to send his goods to. Confidentially, the CIU furnishes him with miscellaneous data among which is the language the firm uses in correspondence, whether it is a corporation or a partnership, its sales territory, the size of its capital and volume of business and also financial references and general repute. The CIU goes into the personalities involved--at times exposing many a prominent foreigner, by giving his business background and social standing.

While there is a great demand for export opportunities, import transactions appear hardly possible, since most of the countries have nothing as yet to offer that may vitally interest the American merchant. Thus, one of the largest recent advertisers for imports to the United States, was an Irish trader who offered 10,000 dozen rabbit skins yearly and also 1000 barrels a year of cured mackerel.

A different sort of picture presented itself when a Turkish firm advertised its desire to purchase railway equipment: the CIU was literally deluged with offers to supply the goods.

NEW BOOKS OF INTEREST

Axis Spies

SPIES AND TRAITORS OF WORLD WAR II by Kurt Singer. Prentice-Hall, New York, 1945. 285 pps, US$2.75. Reviewed by John Roy Carlson in Saturday Review of Literature.

I'M usually a slow reader, even of adventure's stories, but I finished Kurt Singer's irresistible new book in three sittings at the beach. They were the three most exciting afternoons I've spent since my years with my ex-Christian Front and Bund "pals". For sustained excitement (unbroken for nearly 300 pages) "Spies and Traitors World War II" would be difficult to beat. And Mr. Singer proves to us that truth (we are told that 95% of the contents are factual) can indeed be more thrilling than fiction.

For those who seek only the thrills and chills, the collection of round-the-world spy lore gives one his money's worth. To me this book was more than just a thriller. When I read the story of Greta Kainen, the "beautiful pacifist," I recalled our own Laura Ingalls, and the operations of wily Nazi agents in America who selected respectable native-born Americans to do Hitler's dirty work for them. Greta (whom Singer helped expose) joined the Swedish Peace Society and travelled all over Sweden pleading the blessings of peace. Laura joined the America First Committee and travelled all over the country pleading the blessings of appeasement and defeatism. Greta slipped into Finland when she was discovered. Laura was slipped into prison upon her conviction as an "America First Patriot" who had received $300 monthly from Nazi agent Ulric von Gienanth.

When Irish police got a tip that German parachute-flown agents had visited the home of one of Ireland's most prominent families, they almost discounted the tip. But when they searched the home of Iseult Gonne, wife of the well-known Irish novelist Francis Stuart (whose "Julie" and "In Search of Love" were well received when published here), they found beneath Iseult's lavish frocks a neatly folded tell-tale German parachute. A tool chest disclosed a transmitter, and from a welter of books they selected a black notebook. Iseult confessed. It was the codebook used to report Allied ship movements and troop concentrations. Her husband violently protested his own and his wife's innocence. A few weeks later, however, Francis Stuart obtained sanctuary in Berlin and became a lesser Lord Haw Haw.

I can attest from personal observation that some of the "nicest" people in America served enemy interests: sometimes unwittingly, but more often out of spite against the administration, in blind hate, or sheer inability to see beyond their immediate interests.

Kurt Singer has brought together an amazing collection of Nazi espionage from Greenland to Iran to Argentina. His evil genius is Admiral Walter Wilhelm Canaris, chief of the German spy network. Canaris raised havoc with Allied plans in the Near East and Panama waters. His agents were everywhere. I met some of them in America and my impression is that most of them were punks. Despite the genius accredited to him by Singer, Canaris's attempts backfired in the United States, for a spy-master is only as good as the counter-intelligence's measures against him. Our own J. Edgar Hoover and our chiefs of Army and Navy Intelligence seem to have bested the vengeful Canaris.

A gang of 33 Canaris agents were caught and convicted before Pearl Harbor, among whom were some of my best Nazi "friends." Others were rounded up from time to time. Canaris's men tried to get our atomic bomb secrets, but according to an FBI release recently, "these men became 'double agents' collaborating with the FBI, while maintaining contact with Berlin." When his men failed to send back the plans, Canaris landed eight German saboteurs by submarine on our east coast, with instructions to blow up the Oak Ridge laboratories. Their plot was foiled while the sand was still wet on their shoes.

Canaris, however, succeeded in planting a seemingly innocent watchmaker close to Britain's famed Scapa Flow base who, watching his chance, warned agents in Holland that the submarine nets and traps were temporarily lifted. The blowing up of the Royal *Oak* followed.

German agents succeeded monstrously well in serving Jap interests. Singer's chapter on how the entire Kuehn family turned spy, reporting to outlying Jap submarines up to the eve of Pearl Harbor is one of the most fascinating in the book. It was strictly a cash proposition with Kuehn. For $40,000 he agreed to report to the Japanese vice-consul with up-to-the-minute news on the exact size and position of the American fleet in the Pacific. He received $14,000 down and the balance on delivery of the first Jap bombs on Pearl Harbor. The Japs planned to pick up Kuehn and his family by submarine, and the plans would have worked had not our counter-intelligence belatedly observed Kuehn's signals from a dormer window. He was sentenced to death, but sentence was commuted to life, when he promised to tell all. His family, including the beautiful Ruth, who ran a beauty parlor, was interned for the duration, which indeed seemed a mild sentence for an arch-Judas family.

Canaris received one of the most severe setbacks in the person of youthful Jean Peroux, alias Maurice Mercier, a member of the French resistance. Maurice proved of invaluable help to the Allies by exposing many German secrets in North Africa.

I am amazed at the variety which Kurt Singer has been able to compress into 26 chapters. Some of his cases are undoubtedly overstated, but as a whole it reads like an authentic "Who's Who" of the criminal underworld the world over. His writing never lets one down; it breezes through racily, without let-up, clear to the end.

The case of Tyler Kent interested me deeply. It is one of the few chapters which provide the average newspaper reader with material which is somewhat familiar. Kent, former confidential decoding expert in our London Embassy, developed a violent hatred for Jewry, and became convinced of the Nazi lies that Jews were drawing America into war. He listened to Blackshirt Oswald Mosley. He met with Capt. H. M. Ramsay, a member of Parliament, and a violent anti-Semite. He travelled with members of the Anglo-German Fellowship, an organization which contained such prominent German sympathizers as Sir Harry Domville, former director of British Naval Intelligence Service, who was later interned. Impressionable, youthful, politically naive Tyler Kent apparently considered it "patriotic" and morally just to turn over the contents of some 1500 highly confidential telegrams exchanged

between Churchill and Roosevelt to Nazi agent Anna Wolkoff. With our innermost state secrets bared to Berlin, all diplomatic communication ceased until a new "unbreakable" code could be devised. The blackout lasted a month.

Kent's case is typical of many "well-meaning" Americans I met who hailed Hitler and learned to hate Democracy because Democracy along with all bankers, radio, newspapers, movies, labor, to say nothing of England, Russia, the Administration, and the FBI were all painted by the Nazis as "Jewish controlled."

America had its counterpart to the Anglo-German Fellowship. It was known as the American Fellowship Forum. Lawrence Dennis (under indictment for sedition) spoke for it. Former Congressman Ham Fish wrote for its organ; D. S. Lismukes, Rear Admiral, U. S. N., retired; and G. Bailey, Lt. Commdr., USN, published letters in its organs, *Today's Challenge*, which was openly edited by its backers, Nazi agents George Sylvester Viereck and Friedrich E. Auhagen. What fools some of us mortals be!

Kurt Singer's chapters deal mainly with the Nazi network the world over, but the propaganda tactics parallel those used in America. The uniformity is appalling to all except those who today are still being victimized by a modified "Made in America" form of Nazi propaganda. Germany is defeated and Hitler, in all likelihood is dead, but Hitlerism in the form of racism, hate, dissension, and minority-baiting is resurgent in the Americas—from the Argentine to Canada.

"Espionage does not operate intermittently," writes Mr. Singer. "It is a long drawn-out business and it is always planned during peace-time—many, many years in advance." In his final chapters he bares plans of the inner core of the German military to continue activity. Admiral Canaris's secret instructions for the new Nazi underground are bared. "It does not matter whether Admiral Canaris himself survives; what matters is that he has assured the survival of his work. Thousands of his subordinates already have their orders...the organization is strong enough to create its own leaders."

We know that Canaris's agents in America are treading water. I am informed that the paymasters have plenty of money but little is being given out now for actual espionage. Rather, enemy agents are now directing their energies to the continuation of Nazi psychological warfare: to whispering campaigns, to defeatism, to disrupting inter-Allied unity, type of pre-Hitler chaos which led to the rise of the Brownshirts.

Kurt Singer's book is a warning to America that the enemy intends to strike when the opportunity is ripe. More than a warning. Singer exposes many of their methods (which may be again used) in eminently readable and thrilling prose.

War History

WAR ON JAPAN by Gilbert Cant. American Council, Institute of Pacific Relations, New York, 1945. 64 pps. US$0.25. Reviewed by S.E.S.

IN this seventeenth of a series of pamphlets issued under the imprint of the well-known I.P.R., Gilbert Cant, one of the Battle Front editors of Time magazine, reviews the war with Japan—starting for China in 1937 and in 1941 for the United States—un to March, 1945. Cant divides the war into six stages: Japan conquers an Empire, December, 1941 to May, 1942; Holding the Line, February to July, 1942; Counter-attack August, 1942 to March, 1943; Intermediate Offensive March, December, 1943; and finally All-Out Offensive from January, 1944 to March, 1945.

The book is a straight, factual, readable, summary of the war in the Pacific. In it we, in recently liberated China, learn for the first time the truth about the war, not through a forbidden broadcast from San Fransisco, but in an objective narrative of events, written after the heat of battle. For us it is still news that the sinking of the aircraft carrier Langley, carrying fighter planes to the Dutch East Indies, quickened defeat and made the islands ripe for surrender. We guessed, but did not know, the full significance of the Battles of the Coral Sea and Midway. It is while turning its pages that we read for the first time of the heroic sacrifice of officers and men of Torpedo 8, or really grasp what the First Marine Division, now garrisoning Tientsin, had to go through during the grim, no-quarter struggle for Guadalcanal. Not for nothing is the division patch composed of the numeral I, with "Guadalcanal" running vertically down. This is a must for anybody who wants to catch up in a hurry, after the four-year news blackout. The book's only drawback is that it hasn't been brought up to September 2, 1945.

People's War

PEOPLE ON OUR SIDE, By Edgar Snow, Random House, New York, 1944 Reviewed by Urii Sdobnikoff.

AS a colleague of his once remarked, a characteristic of Snow's is that he is more often right than most correspondents. He must have had in mind passages similar to the following:

"Once the Japanese have left this part of the world the contradictions in their teachings may be forgotten by men who will remember their slogans of "liberation from white imperialism."

This statement written by Snow in 1944, upon his return from reporting the war around half the globe has been fully borne out by events in the Far East, ranging from Korea to Java.

This ability of Snow's to interpret current events and lay down prediction's with amazing accuracy presumably springs from the fact that he approaches a given situation without adhering to any hard and fast set of rules or ingrained beliefs, but analyzes the position for what it is worth. Furthermore, his analysis appears to be based on the trend of events rather than on fixed abstractions of any given combination of events and permits Snow to visualize the shape of things to come.

His analysis of Russia, which is so often depicted by cartoonists in the shape of a sphinx or the just as much incomprehensible bear, is unique in that where others fail to see anything but mystery, Snow discerns a well-woven pattern of policy, clearly stated and often enough reiterated. Events in Russia's internal affairs and "changes" in her foreign policy, being usually dubbed deviations from the straight and narrow path of rigid Marxism, are interpreted by Snow as a logical sequence of former events and pronouncements on the part of Soviet leaders, conforming to the letter and word of orthodox teaching.

Questions continually arising with regard to the ultimate aims of Soviet foreign policy, queries directed at "expansionist aims" of that country are adequately handled by Snow in one sentence which hits short-sighted politicians on the head:

"Just as we want pro-American governments near us, and do not want hostile regimes, so the Soviets want friendly governments on their frontiers. But they fear insecurity more intensly than we do because they have not got two oceans nor even an English Channel protecting them from the Continent, and because their neighbours are not potentially incapable of invading them.

Snow then adds for the benefit not only of Americans:

"If wars had been bred on our frontiers for generations, and if the last two of these wars had cost us over 20,000,000 casualties, as they have Russia, we would doubtless take very decisive measures to immunize ourselves against a recurrence of the disease. It is probable that we would permit Russia to tell us what measures were or were not justified."

Snow, who elsewhere says that he would not like to change places with anybody in Russia today, but would rather prefer to remain an American and enjoy the advantages of the democratic way of life, can hardly be suspected of being a Bolshevik or a communist.

With a similar impartiality and perception Snow analyzes India and China in 1943 and the pictures he draws of both countries at war, interspaced with facts, figures and dates make one wonder whether it was humanly possible for one single man to absorb and digest such a quantity of data and then present it in a clear and consise manner intelligible to the layman.

Since resistance in India appears to Snow in the form of a passive potential, and in China, though valiant, manifests itself in crude and incomplete forms, and because Snow sees the will to victory and active resistance organized on such an unprecedented scale, the major part of People on our Side is dedicated to events in the Soviet Union.

If anything, People on our Side may be considered a comprehensive textbook on current history written in a style so entertaining that it makes the reading of history a pleasure.

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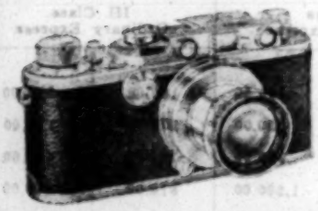

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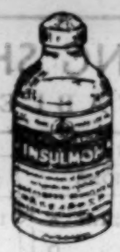

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4th Class	3rd Class		Exp.	Exp.	2,3 Local	2,3 Local	Night Exp.	站名 STATIONS		2,3 Local	2,3 Local	4th Class	3rd Class		Exp.	Exp.	Night Exp.
1.00	7.00	8.00	9.00	11.00	15.00	18.00	21.00	D 上海 SHANGHAI	A	10.45	12.10	13.30	18.40	20.40	16.30	19.35	6.30
2.36	8.39	9.13	10.07	12.12	16.57	19.53	22.33	A 崑山 QUINSAN	D	8.45	10.14	11.35	17.01	19.29	15.20	18.13	5.16
2.41	8.42		10.12	12.16	17.10	19.56	22.38	D	A	8.37	10.10	11.30	16.54		15.15	18.08	5.11
3.41	9.47	10.01	10.56	13.00	18.37	20.52	23.38	A 吳縣 WUHSIEN	D	7.29	9.00	10.05	15.50	18.44	14.30	17.23	4.20
4.13	9.56	10.10	11.06	13.15	18.46	21.00	23.50	D	A	7.17	8.54	9.44	15.39	18.35	14.21	17.14	4.11
5.23	11.07	11.01	11.57	14.25	20.02	22.00	0.48	A 無錫 WUSIH	D	6.00	7.41	8.30	14.28	17.45	13.31	16.19	3.14
5.43	11.18	11.09	12.05	14.35	20.11		1.00	D	A		7.35	8.19	14.17	17.36	13.23	16.12	3.05
7.03	12.23	12.00	13.02	15.46	21.30		1.58	A 武進 WUCHIN	D		6.20	7.05	13.05	16.40	12.27	15.10	2.00
7.22	12.50		13.15	16.00			2.13	D	A			6.30	12.56		12.12	14.54	1.39
8.47	14.49		14.11	17.01			3.19	A 丹陽 TANYANG	D			5.05	10.29		11.18	13.39	0.20
8.52	15.00		14.16	17.05			3.24	D	A			4.54	10.24		11.14	13.34	0.13
9.55	15.55		14.54	17.43			4.10	A 鎮江 CHINKIANG	D			3.40	9.30		10.36	12.56	23.17
10.30	16.10		15.07	17.51			4.22	D	A			3.17	9.12		10.25	12.41	23.05
13.10	18.20		16.30	19.25			6.00	A 南京 NANKING	D			1.00	7.00		9.00	11.00	21.00

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STATIONS 站名		Kilo.	I Class Ordinary Express		II Class Ordinary Express		III Class Ordinary Express	
SHANGHAI	上海							
QUINSAN	崑山	52	540.00	720.00	360.00	450.00	180.00	225.00
WUHSIEN	吳縣	86	810.00	990.00	540.00	630.00	270.00	315.00
WUSIH	無錫	129	1,170.00	1,530.00	780.00	950.00	390.00	480.00
WUCHIN	武進	167	1,530.00	1,890.00	1,020.00	1,200.00	510.00	600.00
TANYANG	丹陽	212	1,980.00	2,520.00	1,320.00	1,590.00	660.00	795.00
CHINKIANG	鎮江	242	2,250.00	2,790.00	1,500.00	1,770.00	750.00	885.00
NANKING	南京	311	2,880.00	3,600.00	1,920.00	2,280.00	960.00	1,140.00

滬　杭　線　SHANGHAI HANGCHOW LINE

TIME TABLE

11	61	31	車次 TRAIN NO.		32	12	62
Express	2,3,4 Class	2,3 Class	站名 STATIONS		2,3 Class	Express	2,3,4 Class
7.00	7.50	15.15	D 上海北站 SHANGHAI NORTH	A	13.45	19.30	22.35
7.15	8.09	15.35	A	A	13.25	19.15	22.16
7.25	8.19	15.40	D 上海西站 SHANGHAI WEST	D	13.20	19.05	22.11
				A			
8.14	8.24	16.45	A	A	12.12	18.16	21.07
8.19	8.30	16.50	D 松江 SUNGKIANG	D	12.07	18.11	21.02
				A			
9.30	11.04	18.28	A	A	10.38	17.00	19.35
9.42	11.13	18.40	D 嘉興 KASHING	D	10.26	16.48	19.25
				A			
10.16	11.52	19.19	A	A	9.38	16.14	18.42
10.18	11.54	19.21	D 峽石 HASHA	D	9.36	16.12	18.40
				A			
10.53	12.39	20.07	A	A	8.51	15.37	17.51
10.58	12.44	20.14	D 長安 CHANGAN	D	8.46	15.32	17.46
12.00	14.00	21.30	A 杭州 HANGCHOW	D	7.30	14.30	16.30

FARE LIST

STATIONS 站名		Kilo.	I Class Ordinary Express		II Class Ordinary Express		III Class Ordinary Express	
SHANGHAI	上海							
SUNGKIANG	松江	45	450.00	632.00	300.00	290.00	150.00	495.00
KASHING	嘉興	99	900.00	1,080.00	600.00	690.00	300.00	345.00
HASHA	峽石	125	1,170.00	1,530.00	780.00	960.00	390.00	480.00
CHANGAN	長安	151	1,440.00	1,800.00	960.00	1,140.00	480.00	570.00
HANGCHOW	杭州	190	1,710.00	2,070.00	1,140.00	1,320.00	570.00	660.00

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